

## HALF OF CREWS ON FLEET GET HOLIDAY

Many Released for Good as 7,000 Start Homeward on Furlough.

### BIG AIR SHOW PUT ON

Planes Play Leap Frog With Sedate "Blimps" Soaring Over River.

About half of most of the crews of the war fleet in the Hudson came ashore yesterday morning, about 7,000 men, on furloughs lasting from seven to twenty-one days, according to how long it takes them to reach their homes and get back, or with twenty-four hours shore leave. There were also groups who staggered down the gangways with fat canvas dunnage bags containing all their immediate possessions. These were men who had been mustered out and were going home for good.

Between 1 and 5 P. M. the ships received visitors, as they will do each day, and the river was alive with launches carrying passengers to and fro. Many persons flocked to Riverside Drive to see the fleet. Along the stone wall leaned learned young men in civilian clothes expounding ship lore to more or less impressed female companions. Families were observed sitting on the granite boulders on the ridge of Riverside Park, viewing the spectacle. The buses that travel on the Drive did their biggest business in many a day. Our old friend the tender of "southerners of all the warships," who now avers that "these are the ships that looked Gollum," sold his picture booklets pretty fast as the landing stages. Coffee and doughnut stands had sprouted overnight. And as of old, every time a boat coming from a visit to one of the vessels landed its load of sightseers anxious to get home, along came a New York Central freight train about seventy-five miles long and blocked again from the river front.

### Aerial Show Put On

Thursday's obstinate weather having failed to repeat itself, the navy was able to put on the aerial show yesterday morning that was to have been part of the reception to Admiral Mayo's dreadnought as they came up the bay. A dozen seaplanes and two dirigible balloons flew up from Rockaway Point, and the army contributed half a dozen Haviland airplanes from the Long Island fields. They streamed up the harbor and the Hudson River, and treated Riverside Drive to an exhibition that sent citizens springing to their roofs for a better view.

Not only did the planes loop and

twist and cut the usual didoes, but the gliding seaplanes kept diving like guile and skittering over the surface of the water. They would skate across the river faster than a motor boat, shooting up spray from their pontoons, and then it seemed that they were going to collide with the steel plates of a dreadnought, they would swoop upward and hop right over the ship and come down on the other side.

This spectacular diversion thrilled even the experienced gobs, whose interest, as they gazed from their decks, was just as keen as that of the landlubbers of the city. The planes also played leapfrog and ring a round-a-rosey with the sedate blimps, the dirigibles which roved sedately up and down the river, disdaining childish play.

The warships had furred and roared to lockers the strings of bright signal flags with which they were decorated when Secretary Daniels steamed up the line in the Mayflower on Thursday. But plenty of color was afforded by the flags and pennants in normal use and the brisk waving of signalers and by the constant flash of the heliograph as ship-talkers with ship. The sailors had to stay aboard slicked up their quarters for the reception of visitors and most of the vessels were getting a fresh coat of paint.

On the landing pier at the foot of West Ninety-seventh street yesterday afternoon stood three sailors who after saluting their commander, Capt. William C. Cole of the Nevada, who had just come ashore in his gig, started to rave over the merits of that same Capt. Cole.

"Why?" one of them said, "that man's the bravest guy alive. He's got more nerve than any other man in the fleet. Put him in a small boat alone in the middle of the ocean and he'd tackle the whole German fleet."

Upon inquiry the reason for this eulogy was given. It seems, according to these worshipping sailor men, that the Nevada, cruising alone in the North Sea in a thick fog, sighted a squadron of battle cruisers one morning about 5 o'clock. The Nevada used the wireless and every other form of inquiry possible in a fog bank, but the cruisers for some reason failed to give any sign of their identity. Every ship in the Grand Fleet, of course, had its orders for action in an emergency, but possibly they did not contemplate an encounter of one lone warship with a flock of enemy cruisers.

Signals Avert Attack.

"But anyway," said the spokesman for the three sailors on the landing stage at Ninety-seventh street, "the Old Man gave the order, 'Sound general quarters, train all guns and open fire.' This was done quicker'n you could wink—all except the firing part. The Nevada was going to open fire on the cruisers when one of them came to the rescue and signalled that they were all part of the Grand Fleet. It's lucky they did not open fire on the cruisers. I mean, there were eight of them in that bunch and in a couple minutes there'd been eight cruisers sunk by the Nevada or in a liar. What do you think of that?—A Captain who proved he was ready with nobody around to help, to tackle 'em one to eight, though may be the odds were a little as bad as that, for of course the Nevada is a dreadnought and those cruisers were only cruisers. At

that it's a shame they turned out to be friendly instead of German," the sailor lamented at the finish, and his comrades joined him in a fervent assertion that their Old Man was the best Old Man in any navy anywhere, bar none.

### Mourn Last Christmas

Despite the warmth of their welcome here and the many opportunities of pleasure and relaxation provided for them during their stay, the gobs haven't yet recovered from their disappointment at not getting here for Christmas. They insisted that the storm which was officially reported to have delayed the ships were mythical, and that the last three days of the journey they lauded along at nine knots. They were willing to admit that the Navy Department probably had some good reason for slowing them up, but they surely did not expect when they left the other side to spend Christmas Day in New York.

However, Christmas could not have yielded anything more in the way of care for their welfare than did yesterday. Free buses were running from all the landing points to the Y. M. C. A.'s "feet headquarters" in East Twenty-eighth street. Representatives of the Salvation Army, War Camp Community Service, Knights of Columbus and other organizations were also on hand to give the men a good time or take them where they lauded along at nine knots. Those who were going home on furloughs.

On the Utah and some of the other ships was pay day, a fact which did not tend to redress contentment. The sailors swarmed ashore, and for the first time since America entered the war there seemed to be more blue than khaki in the streets. It was a sight that those who were attached to the ships which have been on duty in home waters were brown with envy.

### German Fleet's Surrender

On the pier at Fifty-ninth street a sailor gave his version of the German fleet's surrender. He was Ed Mosco of the Texas, also of 754 Myrtle avenue, Brooklyn. He said:

"I was on deck and saw the big ships all go by. They steamed through at five knots and when our officers asked them if they couldn't move a little faster they said their machinery was a little rambunctious that they couldn't budge another quarter of a knot. Did you know it was the American fleet that bottled up the Skagerrack and shut the German submarines inside? It was the Sixth Battle Squadron—the New York, Texas, Arkansas, Wyoming, Florida and Delaware. We protected the mine layers, we and the destroyers. We nicknamed the destroyers 'Sims's circus' and every time a U-boat tried to get a squirt it made us laugh."

Admiral Mayo and Rear Admiral Rodman went to Washington yesterday. In a letter to the chief of the Navy Department, Admiral Mayo said that the efficiency record, will assume the rank of Rear Admiral and return to his duties as chief of the staff of the Navy Department. Admiral Mayo and the nine Admirals composing the Naval Board of Selection will meet in

Washington on Monday to consider the recommendations for promotions of officers of the higher grades.

The duration of the fleet's stay here is uncertain, but it will probably be at least eight days more. Visitors may go aboard each afternoon between 1 and 4:30 o'clock. For the Florida, Wyoming and Arkansas the landing stage is at Fifty-ninth street; for the Texas, New York and Pennsylvania, at Seventy-ninth street; for the Utah, Nevada, Oklahoma and Arizona, at Ninety-seventh street; for the New Mexico, Mississippi, Missouri, Maine and Wisconsin, at 129th street; for the Keokuk, Illinois, Alabama, Iowa and Indiana, at 138th street.

### NAVY EXPERTS LIKE EAGLES

Tests Show New Boats Exceed All Contract Requirements.

WASHINGTON, Dec. 27.—Trials of the Eagle boats have convinced navy constructors that the little craft turned out by the Ford plant at Detroit to fight submarines are worthy of taking their place as permanent units of the fleet, it was said today. Official reports show that in speed, seaworthiness and maneuvering ability the boats exceed all contract requirements.

An average sustained speed of 15.3 knots was made by the boat tested by the navy experts. It showed no signs of bucking when the speed was forced to 16 knots. The boat was a Three Eagles, sent through the Velland Canal to the Atlantic, easily rode two gales of unusual severity.

### WANT TO BUY U-BOAT CHASERS

European Countries Anxious to Acquire American Craft.

WASHINGTON, Dec. 27.—Several European countries have expressed a wish to purchase some of the 110-foot American submarine chasers now in European waters.

Secretary Daniels said today that the boats were being sent to various ports that they might be inspected and while the Navy Department was not particularly anxious to sell them, it would be willing to dispose of some.

### BLUE TO TAKE NEW POST

Will Assume Duties of Chief of Navigation Bureau Monday.

WASHINGTON, Dec. 27.—Rear Admiral Victor Blue, recently appointed chief of the Bureau of Navigation, and who has just returned home from Europe in command of the battleship Texas, will take up his duties at the Navy Department Monday, Secretary Daniels announced today.

Admiral Mayo, commanding the Atlantic Fleet, and the nine Rear Admirals composing the naval board of selection are coming to Washington this week. The board meets December 30 to consider recommendations for promotions for officers of the higher grades.

During Admiral Mayo's stay in Washington, Secretary Daniels expects to discuss with him and Admiral Blue plans which will keep officers more permanently on the various ships of the fleet than has been possible during the war emergency.

## SAYS NAVAL REVIEW SPREADS INFLUENZA

Dr. Copeland Predicts Increase as Result of Outpouring in Bad Weather.

### 269 NEW CASES IN DAY

Pneumonia Also Shows Renewed Virulence, With 66 Deaths Reported.

The welcome given the returning Atlantic fleet by a million New Yorkers will cause a large increase in the number of influenza and pneumonia cases, Dr. Royal S. Copeland, Health Commissioner, predicted yesterday.

"There is no question but that thousands in a physical condition which would render them easily susceptible to the so-called 'Spanish influenza' and kindred diseases lined the shores of the river and the streets to see the big review," said the Health Commissioner. "The bad weather, favorable to the development of sickness, undoubtedly will have its effect, which may be seen in the increased number of cases."

Physicians reported yesterday 269 new cases, an increase of 75 over the previous day's figures. Deaths totaled 36, an increase of 15. Seventy-seven new cases of pneumonia were reported, against 21 of Thursday. Deaths totaled 66, against 30 on Thursday. Cases reported by boroughs were:

	Influenza	Pneumonia
Manhattan	80	31
Brooklyn	42	17
The Bronx	61	5
Richmond	1	0
Queens	1	0
Total	269	53

There were 1,767 deaths from all

causes and a rate of 15.17 per 1,000 of population reported last week, against 1,613 deaths and a rate of 14.66 for the corresponding week in 1917. Dr. Copeland reported yesterday. The relative increase in the number of deaths was 77, taking into consideration the increase in population.

"This increased mortality is due to influenza and pneumonia and is in common with other cities throughout the country," Dr. Copeland said. "Influenza caused 216 deaths last week and only 19 in the corresponding week in 1917, while pneumonia caused 318 deaths, as against 216 last year. The mortality from all other causes during the week was far below normal. This is especially true of such communicable diseases as measles, scarlet fever, diphtheria, whooping cough and others. Deaths from organic diseases were also below normal, while those due to pulmonary tuberculosis were approximately the same as in 1917."

The death rate of infants under one year old was very low, it being 75 per 1,000 births. In the corresponding week of 1917 it was 89, and for the 61 weeks of 1918 the average was 91.

### HEARING ON MARGINAL ROAD

Board of Estimate to Take Up Fund's Reclamation on Monday.

The Board of Estimate made yesterday day Controller Craig's resolution for the reclamation of appropriations for various public improvements passed by the Municipal administration. Final order of business for a special meeting Monday at 10:30 o'clock. Among the appropriations affected are \$10,000,000 for "Garry," the public school building, \$1,492,000 for the marginal railroad in Brooklyn.

At the same time a hearing will be given to the residents of Brooklyn, who are opposed to the abandonment of the marginal railroad.

### War Cross for Wounded Aviator

Lieut. James H. Ackerman received yesterday from the commander of the north and northwestern army, a Croix de Guerre in recognition of distinguished service June 11 while in the aviation service in France. He engaged in an air battle and was wounded. He is now at Columbia Hospital. Lieut. Ackerman is the son of Mr. and Mrs. Marion A. Ackerman of Plainfield, N. J.

### AMUSEMENTS

#### NEW YORK'S LEADING THEATRES AND SUCCESSIONS

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**WILLIAM GILLETTE** Broadway 40th St. Eves. 8:30. Mat. Today & Wed. 2:30. "HARRIE AT HIS BEST."—Times. "HARRIE AT HIS BEST."—Times.

**HARRIS THEATRE** West 42d St. Eves. 8:30. Mat. Today & Wed. 2:30. "HARRIE AT HIS BEST."—Times. "HARRIE AT HIS BEST."—Times.

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